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SOURCE Newspapers as indicated.

NOTES POLISH TRANSPORT DEVELOPMENTS

POLAND INTRODUCES LOW-POWER PASSENGER CAR -- Berlin, Nachrichten fuer Aussenhandel, 13 Jan 51

The model of a three-wheeled, low-power passenger car, built by a Polish engineer, has completed a satisfactory test run of 3,000 kilometers. The vehicle has chain or cardonic rear-wheel drive. The rear wheel has fork suspension.

The car has a 125-cubic-centimeter, water-cooled, two-stroke, 3.5 horsepower engine, and its maximum speed is 65 kilometers per hour. Its fuel consumption is less than 2.5 liters per 100 kilometers. The two front wheels, provided with transverse springs, are individually suspended.

TO MASS-PRODUCE PASSENGER CARS -- Berlin, Nachrichten fuer Aussenhandel, 17 Feb 51

A passenger-car factory, Poland's second largest building project, is being constructed on the outskirts of Warsaw. The plant will have two large assembly shops. One of these is nearly completed, while the other will be ready by the end of 1951. The cars are to be produced by the assembly-line method.

WARSAW GETS NEW TAXIS -- Vienna, Oesterreichische Volkstimme, 16 Jan 51

Warsaw has now received 100 new Pobeda automobiles from the Soviet Union to revive its taxi fleet. Another 150 Pobeda cars will be put in operation as soon as the difficulty of procuring taxi drivers under the prevailing labor shortage has been overcome.

The new taxis can carry four passengers, and are equipped with modern heaters to make winter rides comfortable. The drivers work in three 8-hour shifts. They receive bonuses for exceptionally low gas consumption and for good maintenance of their vehicles.

In addition to taxi transportation, Warsaw has a dense network of streetcars and motorbuses on which all labor union members are entitled to sharply reduced rates.

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